

**ORDINANCE NO. MF Parking****AN ORDINANCE TO AMEND CHAPTER 115 SECTION 162, RELATING TO THE NUMBER OF OFF STREET PARKING SPACES REQUIRED FOR MULTIFAMILY DWELLINGS AND TOWNHOUSES**

THE COUNTY OF SUSSEX HEREBY ORDAINS:

Section 1. The Code of Sussex County, Chapter 115, Article XXII, is hereby amended to modify the number of parking spaces required for multifamily dwellings and townhouses, as follows.

Multifamily dwellings and townhouses [3 per family unit] *The number of off-street parking spaces per dwelling unit shall be as indicated below:*

*The spaces required per dwelling unit shall be as indicated below:*

- *2 spaces per dwelling unit plus .5 spaces for each bedroom over 3 bedrooms with a maximum of 3 spaces per dwelling unit. For one bedroom and efficiency units, the required number of parking spaces will be 1.5 spaces per unit.*
- *for each unit in excess of 50, the required parking shall be reduced by 15% and for each unit in excess of 200, the required parking shall be reduced by 20%.*
- *A minimum of one space per dwelling unit must be outside of a private enclosed garage and accessible to guests.*
- *When the total number of parking spaces required for a project contains a fraction, that number will be rounded up to the nearest whole number.*

Section 2. The Code of Sussex County, Chapter 115, Article XXV, Section 115-188D(7) is hereby amended by the following.

Required off-street parking space [of three spaces] per family dwelling unit shall be provided on the lot of each dwelling unit or within an on-site parking area within the common area, or a combination of both, with approval subject to site plan review. Required off-street parking space of two spaces per apartment shall be provided on the premises of an apartment building.

**[Amended 2-2-1999 by Ord. No. 1286; 5-2-2000 by Ord. No. 1371]**

Synopsis: The amendment changes the number of parking spaces required for multifamily dwellings and townhouses from three (3) per unit to a bedroom based formula per "dwelling unit", as defined in Section 115-4B of the ordinance. The new basis follows the Ocean City, Maryland model. The total requirement is modified on the assumed economies of scale for large developments as used in Virginia Beach, Virginia.